

THE SALT LAKE HERALD-REPUBLICAN

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LEGAL ATTACK AGAINST COAL TRUST.

SECRETARY OF STATE TINGEY, in whose hands the statutes of Utah place the duty of opening fire on the coal combine, has met the wishes of the people in his announcement that he will move against the trust. Following the method laid down by the law, Mr. Tingey is preparing notices to be sent to the corporations in the coal combine ordering them to dissolve the trust within thirty days, under penalty of the law. If they do not do so within that time, Mr. Tingey announces that he will file the evidence in his possession with the attorney general, in whose hands the law places the duty of beginning suit in the courts.

Mr. Tingey is proceeding against the combine, using as a basis the evidence submitted to him by the Commercial club traffic bureau. It is apparent, from the secretary of state's action in the matter, that he considers that the facts in his hands are sufficient evidence of the existence of a criminal combination that controls the prices of fuel in Utah for him to proceed. He is doing the people of the state good service.

It is possible that the courts may decide that the statutes of the state are not effective. To the lay mind, this hardly seems possible. The law is plain. It is not clothed with the verbiage that befuddles the mind not trained in the law; there is no circumlocution, no evidence of the presence of a joker in it. If there is a joker, the courts can deal with that. The action of the secretary of state will make it possible for the law to be tested while the legislature is in session. That body can give the people a law that will be effective.

The sentiment against the coal combine is so strong all over the state that there is no danger that the legislature will fail to heed the wish of the public. The people of Utah know what they want; their desire at the present time is to get cheaper fuel, and they do not care much how that is brought about. They are good-natured about it at the present time. But they are not likely to be so good-natured if the matter drags along with the same insolent assumption of indifference on the part of the trust. The longer this condition obtains the more drastic will be the remedy applied.

THE TRUST-RIDDEN TRIBUNE.

THE poor old Tribune is certainly having a hard time these days. Owned and bossed by the coal trust, and its adjuncts, the Tribune is forced to oppose a movement which it realizes is for the best interests of the people. The management of the Tribune may not know much about the newspaper business, but it is as well aware as everybody else that the coal trust must be dissolved and cheaper fuel gotten for Utah before this state can progress along manufacturing lines. But as one of the owners of a coal-carrying road, and tied up with the very men who are choking the people to death on the coal question, the Tribune is forced to defend something that it would like well enough to kill.

The Tribune commends the action of the city council of Salt Lake in denouncing the trust, just as it does the action of the city council of Provo. But why does it do this and at the same time condemn the Commercial club traffic bureau for its action? The traffic bureau furnished to the secretary of state the evidence with which he is moving against the coal combination. That organization has furnished the very basis upon which the only possible relief can come; at least until the meeting of the legislature. Why does the Tribune commend the city councils, who have done nothing but resolute, and obviously can do nothing more than that, and condemn the very agency that is really doing something for the people?

The answer is plain. The Tribune approves of any action by anybody that does not really hurt the coal trust; it condemns anybody that is really doing something effective. If the traffic bureau's action was a matter only of being very indignant and very quarrelsome, without getting anywhere, it would have the unqualified approval of the Tribune. But since it is furnishing to the secretary of state the ammunition which he is firing at the trust, the Tribune criticizes it, and caricatures its officers.

The people are grateful to the city councils of Salt Lake, Provo, and other municipalities of the state for their action on this coal matter. They can give official voice to the sentiment of their communities, and they can serve notice upon the trust that they have the disposition to insist upon its getting the beating it so richly deserves, and which it is bound to get. The members of the city councils are representative men, who reflect the opinions of their constituencies. For that reason, their official action will be very effective in giving point to the wishes of the people. But so far as anything tangible they may do, they are powerless. And for that reason, the Tribune is ready to applaud them.

But it is very angry at the traffic bureau because that organization is in a position to do something, and is really doing it. The poor old Tribune is certainly having its troubles. Trust-owned, trust-bossed, trust-ridden, it must, perforce, be against the people. It is an unfortunate position for any newspaper, and the Tribune has our sympathy.

EARLY SHOPPING.

While there are a great many people at this season of the year who are willing to theorize concerning early Christmas shopping, who feel very badly about the overworked clerks in the stores, and who are willing to write letters to the newspapers urging it, yet when it comes to the practical application they do not put their supposed ideas into effect. They do just like most ordinary mortals; they put off their shopping as long as possible.

But the movement inaugurated by the women of the Central Christian church has its practical side, and is begun in the right spirit. The women of that church are not content with advising others to shop early, but they are pledging their intention to shop early themselves. They announce their desire to enlist the women of the other Salt Lake churches in the movement, and it cannot fail to do much good.

But three weeks remain until Christmas. Practically every adult in Salt Lake has some Christmas shopping to do. The clerks in the stores are going to try to be as pleasant and accommodating as possible, but the good cheer of the Christmas season will not appeal much to them during the days and nights of wrestling with the crowd of Christmas shoppers. To most people the appeal to their humanitarian impulses will be sufficient to induce them to shop early and before 6 o'clock in the evening in order to help the clerks.

But there are others who must be shown some practical benefit to themselves, and this it will not be at all difficult to do. The Christmas stock in the Salt Lake stores at the present time offers many advantages to the early buyer. Two weeks from now they will be picked over, damaged; perhaps, from much handling, and one will not have the excellent choice that is possible now. The best of the articles displayed will be gone as the lot of the early bird; the latecomers will have to take what is left.

That ought to be a sufficient practical showing to induce those to shop early who would be unmoved by appeals to

their better impulses. Shop early and help the clerks, and yourself.

DEADLY STREET RAILWAY RULES.

Of course, the managers of the street railway company in this city think they know more about operating a street railway system than does any newspaper. Upon this point The Herald-Republican has no controversy with said management, but it does believe that a newspaper and a large portion of the Salt Lake public know a lot more about proper arrangements for the convenience and safety of people in alighting from or boarding street cars, under certain conditions, than is displayed by the railway regulations in such arrangement as was directly responsible for the death of an aged citizen, William D. Williams, under the wheels of a street car at the corner of Fourth avenue and B street on Wednesday night.

The fact that the street railway company's rule on the Third, Sixth and Ninth avenue lines of requiring passengers at the street crossings to make their entrance to or exit from a car by the front end was the direct cause of the fatality referred to. We are advised that months ago street railway officials were warned of the extreme probability of just what occurred Wednesday night, and therefore are left without excuse. But aside from that, every thinking person who has given the subject attention has recognized the imminent danger which exists in the rule that is now followed. This idea has been so pronounced that the car men on every trip watch passengers leave the crossing and ride in the dust or mud along the street to enter at the rear end of the car and thus avoid the danger to which the railway company has persistently exposed them.

Added to this danger, there is the continual annoyance to which passengers, especially women, are subjected in passing in or out on the front platform. Men are allowed to crowd there, and a woman cannot enter or leave without being uncomfortably jostled; often there are a number of smokers in the crowd, and women have had their hats and clothing, and

even their faces, burned by being pushed up against the lighted end of a cigar; frequently at night some fellow on the front end of the platform will stand with his back to the door and deliberately hold it closed, so a person cannot open it from within; or some inconsiderate individual with a penchant to hanging on to most everything will perch himself on the lower step of the only means of ingress, and enjoy his "teeter" for blocks, while a would-be passenger who tries to break into the car finds the step occupied by a pair of number eleven shoes as devoid of courtesy as of judgment. Under these conditions the passenger is forced to the rear platform of the car, which has been stopped back in the street, where, after a storm, the mud is from four to eight inches deep.

Loss of human life is an awful price to pay for the abrogation of a rule so palpably wrong and so vigorously objected to; but possibly a change will be made now. About two years ago another passenger was killed on Main street as a result of permitting or requiring women to alight from the front end of a car. In the Williams case the rule itself is prima facie evidence of lack of care on the part of the company. If it had been the practice to stop the rear platform at the crossing there would have been no excuse for trying to catch the front end of a moving car, but as it is the rule becomes almost a requirement.

If it had been the practice to stop the rear platform at the crossing, then if the man had been thrown down it would not have been in front of the moving car, and at the worst he would have had only a shaking up.

It is full time the constant menace to which the people of the northeast bench have been exposed, and the inconvenience and danger of which will be increased materially during wintry weather, in the rule named, were eliminated from among those things of which the public has a right to complain.

PROHIBITION A FAILURE.

Cold and without sentiment, the report of the commissioner of internal revenue just given out makes unpleasant reading for the advocates of state-wide prohibition. Despite the fact that there is more "dry" territory than ever before in the history of the United States, more territory where prohibition is attempted by law, the consumption of distilled spirits for the year ending June 30 was 20,000,000 of gallons more than the year before. And the consumption of fermented liquors was 3,000,000 barrels more than the year before. It would seem from this showing that prohibition does not prohibit. The increase in population cannot be responsible for it, for there is a large increase in the amount of liquor consumed per capita.

Illicit distilling and other manufacturing of moonshine was on the increase "especially," the bureau says, "where there are state-wide prohibition laws." And it is a notable fact that the especial increase in the illicit manufacture of liquors is in states where there are state-wide prohibition laws passed by Democratic legislatures and where the enforcement of these laws is placed in Democratic hands.

It is an excellent thing for Commissioner Cabell that his report was not printed before the recent Utah election. Had this been done there would have been another cry that "the federal bunch" was dragging the federal government into the contest. But since the figures were printed after the election, and after state-wide prohibition has been given a setback in Utah, no such charge can be made. The report of the internal revenue collector shows that the people of Utah decided wisely when they refused to stand for state-wide prohibition, and decided that local option was the proper manner in which to solve the liquor question.

Chicago has refused to stand for "Salome," the famous Strauss opera, in which Mary Garden made the hit of her career. Chicago's objection was due to the fact that Salome was long on pulchritude and short on clothing when she danced before Herod. Even Oscar Hammerstein's suggestion that Salome wear petticoats did not seem to save the situation.

William Jennings Bryan, the peerless leader, says in his Commoner that the recent Democratic landslide was the result of fourteen years of Democratic agitation. Inasmuch as Mr. Bryan has been in national politics just fourteen years, the connection is apparent. There is nothing like having a good opinion of one's self.

King Alfonso is rapidly recovering from a little operation on his nose. As a typical Bourbon, Alfonso could lose a great deal of nose, and still have a great deal left. King Manuel of Portugal had a little operation on his head some weeks ago, and hasn't recovered yet.

Thomas A. Edison, the famous inventor, believes that death will end all, and there is neither heaven nor hell. He says the only religion one needs is the Golden Rule. He practices that, he declares, and asserts his willingness to take his chances thereon.

The smoke nuisance committee of the Commercial club ought to have the support of every citizen in the work it is trying to do. Negligence on the part of furnacemen is largely responsible for the nuisance.



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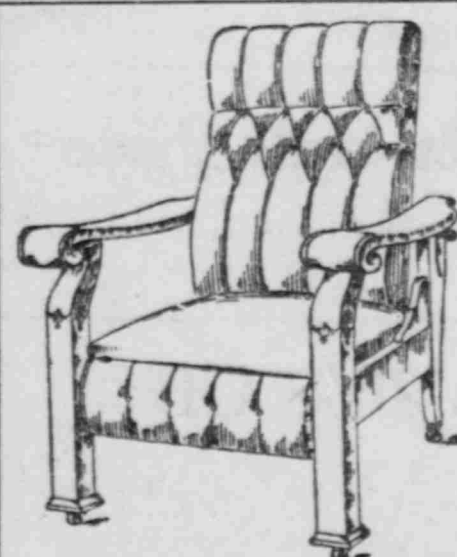
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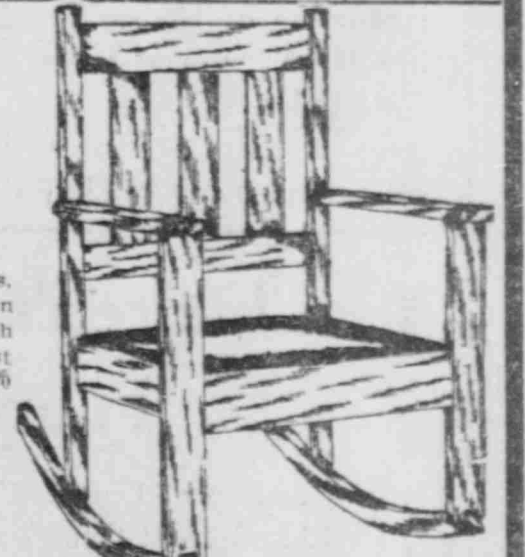
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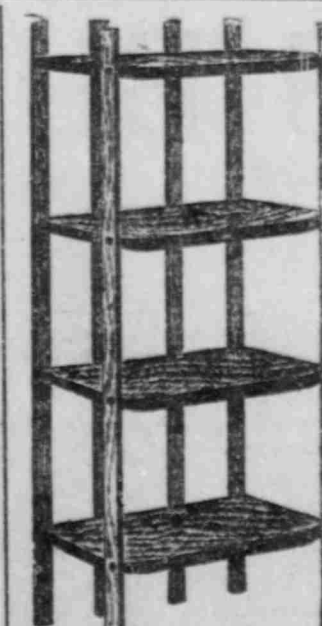
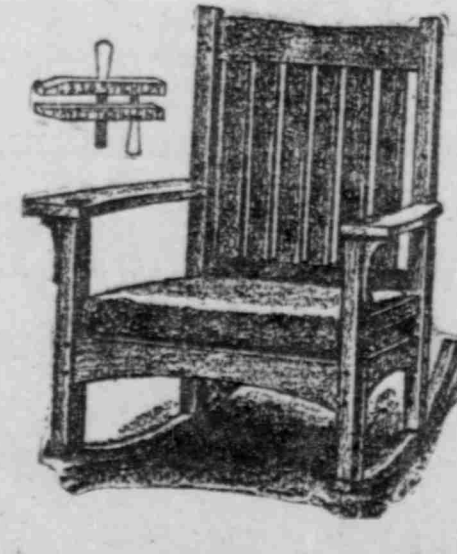


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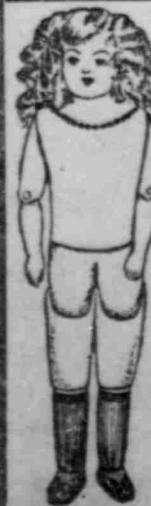
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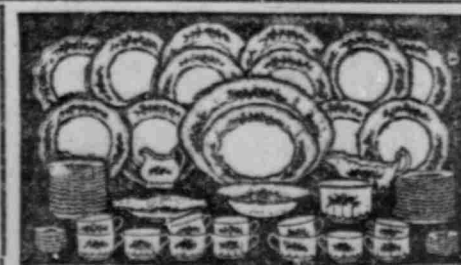
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